OUR MERCHANT MARINE.

The Foreign Carrying Trade Monopolized by Other Nations.

ent of the Foreign and American Vessels Now in the Port of New York-Balance of Townage Against Us in One Week Nearly Fifty Thousand Tons-Is Our Domestic . Trade To Be Also Swept Away? Important Letter from the United States Registry Office.

The Policy of "Protection" as Applied to Our Shipping Interests.

As the December session of Congress draws near resting question again presents itself. What to be done by the federal Legislature for el of our mercantile marine? That there is ent need of immediate action in this direction is ent to every one who has taken the trouble to ke even a cursory examination of the matter. It g to our patriotic feelings to reflect that of all te stamers which cross from any American port Europe not one files the Star-Spangied Banner; and it decidedly lessens the estimation in which we war we are compelled to see by far the major part our trans-marine trade carried on by foreign ves-a. The proportion that exists between the Amein tonnage engaged in the foreign trade and the mage of foreign bottoms is so vast that, humili-ng as the fact may be, we are compelled to admit

In order that the readers of the HERALD may dis-ern at a glance the actual condition of our mercan-tile marine the following tables have been prepared, howing the vessels of all kinds in port at this writ-ing, after the most minute and thorough examina-ion. It is perfectly fair to take the port of New lork as a criterion by which to judge of the comse of the country. Most of it centres here, and nore money is invested in shipping by our own zens than by those of any other c.ty or section of Union. In addition to this no port in the coun-has a more ample harbor, nor one where, owing ing almost wholly land-locked, vessels can de at anchor with greater safety. If, then, we find that week after week, of the vessels in this port end in the foreign trade the vast preponderance f tonuage is on the side of other nations than our wn, we may be well assured that the rule holds ow narrated have been gathered very recently, and are submitted to the reader as being periectly re-What, then, are the facts?

STEAMERS.
Of the steamers now in this port engaged in the eign trade, forty-seven in number, but twentylive are American; and of these twenty-five only three can be said to ply between this and foreign St. Domingo. Three others go to Havans or some simply, and five others to Aspinwall, Sau Francisco and Galvestou. The other fourteen are either laid up or for sale. Meanwhile twenly-two foreign steam ers are now occupying berths at our wharves and will soon sail for Hamburg, Liverpool, Bremen, Antwerp, Glasgow, Stettin and other European ports. The following shows the amount of

STHAMER TONNAGE NOW IN PORT.

.......... THE SHIPS IN PORT
esent no more cheering indications. Of these
ere are thirty-eight, of a tonnage varying from
5 tons to 1,63) tons, and they may be sub-divided

Balance in favor of foreign bottoms...... 28,452 Of the foreign vessels four are up for Liverpool, four for Antwerp, three for Bremen, two for Havre, one for Glasgow, one for the United Kingdom, two for London, and one each for Rotterdam, Hamburg and Lisbon. Of the American vessels one is np for Sidney, N. S. W., one each for Callao and Melirne; the destination of the others being San incisco, New Orieans and coast ports. Nine ers are awaiting orders. Two are for Surope an ports—the Cornelins Grinnell for London, and the Excelsior for Liverpool. Their tonnage is, respec-tively, 1,316 and 1,184 tons. Of the foreign ships, belong to British ports proper, six to British colonial ports, three to North Germany, one to Rus-

MARKS.

There are eighty-seven barks in port, of which twenty-two are American and sixty-live foreign. The American owners are mainly New Englanders. The American barks are bound as follows:—For Buenos Ayres, 1; Montevideo, 2; Sicily, 1; Callao, 1; the Continent, 1; Clentucago, 1; Genoa, L. The others are for Galveston, San Francisco, Havana, Aspinwall and home ports. The foreign barks, however, her now taking in cargoes for London, Antwerp, Rosterdam, Marseilles, Bordeaux, Cadiz, Bremen and other European ports. Immense quantities of petroleum go out in these vessels to Mediterranean Bofts.

In all there is a tonnage of barks of...... 42,871

of this foreign tonnage there are:—Anstrian, 2,184; North German, 6,397; Swedish, 940; Spanish, 306; British (proper), 2,524; British (colonial), 2,750; Norwegian, 5,201, and Italian, 4,538.

The number of brigs in port is seventy-nine, of which twenty-six are American and fity-three foreign. Tabunated, the tonnage of this class of veshois is as follows:—

Total brig tonnage...... 19,687

in foreign vessels.

Schooners.

Of the schooners in port (101) only eighteen are of foreign ownership, and these latter are mostly owned in New Brunswick and Nova Scotia. Their bonnage, in all, amounts to 2,339 tons. Our own schooners are engaged, for the most part, in the coasting trade between home ports, which is forbidden to loreign vessels, and hence their trade is not so much affected as is that which is suited to the larger class of vessels. Many of our small behooner crait, however, come into competition with foreign bottoms when engaged in carrying bananas, cranges and other fruits indigenous to ropical climates, which we get from the West Indies. The following shows the proportions between American and foreign schooners now in this port—Total tonnage. 15,004 tons.

American schooner tonnage. 15,004 tons.

In favor of American bottoms

In favor of American bottoms...... 10,665 tons.

To sum up, then, it appears that the tonnages of vessels now in this port are as follows:—

Steamers (exclusive of the regular liners that ply between New York and near home ports, such as Alexandria, Va.: Portland, Charles-ton, Savannah, Noriok, &c., 22 in number: 70, 761 Phips.

42,334

Erigs. 42,871

Brigs. 19,847

Schooners. 15,348

Of which there are of American ves

Excess of foreign over American tonnage... 48,804
CONGRESS MUST ACT.
From this exhibit it appears manifest that our merchant marine is fast being over-ridden (for it must be recollected that the above tables apply only to the vessels in port during this present week), and that so far as the foreign trade proper is concerned, the indices are that our American vessels will soon be driven from the ocean altogether, unless Congress takes prompt action to prevent it. European ports are being overstocked with ships, and the cheapness with which they can be constructed in the Old World, where wages are so much lower than they are here, gives us a poor outlook for the revival of our maritime interests, unless legislation, in some shape, comes to the aid of our merchant marine. Of course it is not to be anticipated that our purely domestic carrying trade is to suffer greatly from the plethora of ships that is in Europe; though, even upon this point, some lears are entertained.

A SHIPBUILDER'S VIEW.

A SHIPBUILDER'S VIEW.

A once prominent shipbuilder, on being interviewed regarding this matter, gave his ideas as

A once promines ampouncer, on being interviewed regarding this matter, gave his ideas as follows:—

Reforere—Do you have any fear as to this plethors of ships affecting our domestic trade?

BUILDER—I have sometimes thought it would affect us very seriously in this particular, though it may be some time yet before if does so. All depends upon the action of Congress. This much i know, that last year there were not less than two hundred ships in Europe watting for the repeal of our navigation laws, in order to pitch into our domestic trade at once. Of course this would throw our own ships out of employment to a very great extent, and would, as a consequence, injure the building trade still more. There is a principle of patriotism in this connection which is generally lost sight of, and it is contended by some that commerce has nothing whatever to do with patriotism. What I mean is this: If a farmer desires to sell a large quantity of grain, for instance, for European shipment, he cares nothing at all whether it goes out man american or foreign bottom. So long as he gets his price for the grain, that is all he desires. Let American commerce look out for itself, is his motto, and he is not anxious for any legislation that shall help it onward. Now the agricultural interest, considered in point of numbers, leads the commercial, and boiliteians will, of course, have a special regard to that interest which wields the more potent influence at the bailot box. This is one great reason, I apprehend, why Congress has done nothing for us as yet.

An important Lifter From the United States are well founded or not, and whether the causes he assigns for the non-action of Congress hitherto are reasonable or not, the reader must judge. That the administration is anxious to bring about a salutary change with regard to our commercial marine is, however, well known, and it is by no means improbable that President Grant will make this forthcoming message to Congress; though what line of policy he may suggest, it is, as yet, impossibl llows:-- Reporter-Do you have any fear as to this

tained by the administration regarding this important question. Mr. Nimmo's letter is as follows:—

BRUSTE'S OFFICE, November, 1871.

DEAR Sin—I have received your letter dated October II,
and am glad to know that you accord so nearly with my
yeaw with regard to the general interests of American ship
plag.

The New York World seems, in a recent editorial, to have
stumbled right upon the necessity of protecting our merchant marine without being aware of it, as follows:—"Now,
all the immense stores, at least, and many other structures,
use, as a chief material, iron instead of wood. Why, then,
can we not build vessels of the same material?"

The answer, it seems to me, is patent to the operation of
the most ordinary mind, The building of iron houses, like
the building of railroads, bringes and other structures, is absolutely protected from all foreign competition, either by the
impossibility or impracticability of importing the foreign
article of like kind. In other words, the cost of transportation
is a perfect protection of aliencen-twentieths of the in;
dustries of the country. In the building of ships,
of hotselfs has the cost of transportation as an element
of water as Ne country dimmated. When a ship slides into
the water as he were it as much in the areas of Fitties
competition as if also were it as much in the areas of Fitties
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competition as if also were its a much in the areas of the intion where its market of houses and bridges enjoy withthe workers in the varieus industries of the country who are
not exposed to foreign competition, are to enjoy the raises o

commerce of the globs. This is that as certain as that in an open market the merchant who indearfolls all his competition. Will soon have the market entirely to himself.

The practical effects of protection, however, are before its. Our coastwise trade is absolutely protected from all foreign competition, and it is now enjoying a fair degree of prosperity. In it we have the largest steam marine or any nation on the globe (1.07, 500 tons), and it is increasing at a gratifying rate, the protection of the globe (1.07, 500 tons), and it is increasing at a gratifying rate, but just look at our steam marine in the foreign trade. One hundred and thirty-three steamars plying between the United States and Europe, and were you as of them under a foreign fax.

Our South American and Pacific steam these are in danger, and may at any time be driven from the sea by rival British lines. There is nothing to prevent such a mistoriune; and what is the cause of this? Cannot the men who built those magnificent palaces, the Bristol and the Providence, build occan steamer? It is the unchanical skill of those men portined to the beautiful works of navai architectors which by on Long island Sound and the Hudson River, with their splendid beam engines, which in themselves are proud triumphs of American gentus and skill? It no means. The reason is simply this: The building of those vessels is absolutely protected from all foreign competition by the law of March I, ISII, which says that no foreign this shall engage in American home trade. Ask those men who try in value to make a bugbear of the word "protection" if they wis be constant with their professions of free trade by advocating in New York city the repeal of that act of March I, ISII, and throw eur coastwise trade open to foreign competition. What will the men of New York say when they see British teamers driving every American steamer from the trade between New York city the repeal of that act of March I, ISII, and throw eur coastwise trade open to foreign competition which is no

and I believe that they are also in tartor of extending some sort of proteotion to our shipping which is engaged in foreign trade.

What, says the affrighted free trader, will you break in upon those relations of martilime reciprocity, or free compelition upon the ocean, which we have been trying to establish during the last fifty years? Will you go back to the obsolets policy of Oliver Cromwell? Well, that question of "going back" is not so very aiarming, after all. Old ideas make a great many how sermons and a great many new speeches. The feations are said to come around once in trenty years; the bride of lo-day may be arrayed in a dress modelled after the pattern of a garment in which her great grandmother stood before the altar. It strikes me that one plain, common sense question will dispel all this superstitions dread about "going back." Why was the act of May 24, 15.25, passed—the act by which we invited the whole world to maritime reciprocity? Why, simply because it was at that time to our interest to establish just such a polley. Wooden sailing ressels were then the only whiches of commerce upon the ocean, and in brilding them we surpassed every other halton in coet, speed and selevorthness. Our forests abounded in the finest ship timber on the globe, and American shipbuilders, unfeitered by any effete rules of a Eritish Lioyds, gave free scope to their genus and enterprise. We wanted free competition just because we knew that with free competition just because we knew that with free competition just because we have a with a sufficient of the seas. And we did gain that prize, For the same reason Regland was until 1895, the most persistent enemy of maritime reciprocity, for she saw in it the friends of American shipping. Keen at the day our eating

outle attain to the foremost rains in the Commerce of the seas. And we did gain that prize. For the same reason England was, nutil 1849, the most persistent enemy of maritime reciprocity, for she saw in it the triumph of American shipping. Even at this day our sailing vessels on compete with British sailing vessels, at least they require but little of the protection which seems to be necessary for the very existence of steam navisation.

But a great change has taken place. "Old things have passed away—behold all things are become new." Two new agents of ocean commerce appeared at aimost the same time—steam and from. With that wisdom of forethought which has pre-eminently characterized her statesmen for three hundred years, England saw that the smooses of steam would once more through of the commerce of the secure to British ships the experiency of the commerce of the seas. Therefore she adopted maritime reciprocity in the year 1849, and the results have far surpassed her most sanguine expectations.

FATAL ACCIDENT IN ORANGE COUNTY.

GRORGE W. BLUNT, Esq., New York.

On Thursday atternoon Mr. Charles W. Post, a wealthy and influential resident of the town of Hamptonburg, Orange county, was instantly killed Hamptonburg, Orange county, was instantly killed by the overturning of his wigon while he was on his way to assist a neighbor in the removal of some furniture. The deceased leaves a wise, but no chil-dren. He was a brother of Mr. Alfred Post, Presi-dent of the Highland National Bank of Newburg.

The fashionable bounet for ladies in Paris this winter is called "Paris Brulé." It is of velvet, or namented with nowars or leathers and having on it a considerable amount of scarles to imitate flames

FINANCIAL AND COMMERCIAL.

On 'Change to-day wheat was dull and not so firm. The cotton market was strong, but quiet.

THE IMPORTS OF DRY GOODS. The imports of foreign dry goods at the port of New York for the week ending November 16, 1871, were \$1,605,733, and the amount thrown on the

The money market was easier, and borrowers were freely supplied at six per cent carly in the day, and at five per cent in the afternoon. Exceptionally, seven per cent was paid on stocks, and some of the banks endeavored to make that rate general in transactions on call. But the supply ofgeneral in transcent on can be success of the movement. Indeed, at a late nour, or just before the close of banking hours, there was a good deal

done at as low as four per cent.

Prime commercial and banking paper was easier, and rates show a reduction to 7 a 11 per cent as the

and rates show a reduction to 7 a 11 per cent as the two extremes of the market.

FORKION EXCHANGE HIGHER.

The demand for foreign exchange continued, and, with the scarcity of commercial bills, the leading bankers again advanced their rates, the market leaving off with the following quotations:—Sterling, sixty days, commercial, 108% a 109; good to prime bankers!, 109% a 100%; short sight, 100% a 110%; Parls, sixty days, 5.41% a 5.33% short sight, 5.41% a 5.34% short sight, 5.41% a 5.34% a 5.34% short sight, 5.41% a 5.34% short sight, 6.31% a 5.30; Antwerp, 5.23% a 6.23%; Switzerland, 5.27% a 5.22%; Hamburg, 35% a 36%; Amsterdam, 40% a 40%; Frankfort, 40% a 41%; Bremen, 73% a 79; Prussian theiers, 72 a 72%.

GOLD STEADY—111% a 111%.

The gold market was dull, with only two varia-

tions in the price throughout the day. The changes in the two quotations are shown in the table:-

10 A.M. 111½ 2 P. M. 111½ 12 M. 111½ 12 M. 111½ 3 P. M. 111½ 12 M. 11½ 12 M. 111½ 12 M. In the gold loan market the rates ranged from 8 per cent for carrying to flat for borrowing. The operations of the Gold Exchange Bank were as fol-

GOVERNMENTS STRONG. The government list was very strong, with a con-siderable improvement in the 62's, which sympa-thized with the quotation in London, where american securities were unusually firm. The new fives were reported improved to 1% per cent discount. In this market the several issues of five-twenties are all above par in gold, the 67's 1% per cent and the 62's about 1/2 per cent. The following were the closing street prices:—United States were the closing street prices:—United States currency street, 113 x 113 x; do. do., 1881, registered, 116 x a 116 x; do. do., coupon, 117 x a 117 x; do. five-twentices, registered, May and November, 111 a 111 x; do. do., 1862, coupon, do., 111 x a 112 x; do. do., 1884, do. do., 111 x a 112 x; do. do., 113 x a 112 x; do. do., registered, January and July, 113 x a 114 x; do. do., 1865, coupon, do., 114 x a 114 x; do. do., 1865, coupon, do., 114 x a 114 x; do. do., 1867, do. do., 115 a 115 x; do. do., 1963, do. do., 115 a 116 x; do., ten-forties, registered, 109 x a 109 x; do. do., coupon, 109 x a 110.

SOUTHERN SECURITIES LOWER.
The Southern State bonds were heavy and prices in the South Carolinas, which sold at 29 for the January and July new issues, Virginias were steady, if not strong. The closing street quotations were if not strong. The closing street quotations were as follows:—Tennessee, ax coupon, 66% a 67; do. new, 66% a 67; Virginia, ex coupon, 59% a 60; do. registered stock, old, 50 a 52; do. sixes, consolidated bonds, 63% a 63%; do. sixes, deferred scrip, 28% a 29; Georgia sixes, 75 a 80; do. sevens, 87 a 91; do. sevens, gold, 92; North Carolina, ex coupon, 38% a 88%; do. funding, 1866, 28 a 30; do. do., 1868, 22 a 25; do. new, 19 a 20; do. special tax, 15 a 16; do. new, 19 a 20; do. special tax, 15 a 16; Missouri sixes, 9714 a 98; do. Hannibal and St. Joseph, 64 a 94 ½; Louisiana sixes, 65 a 69; do. new, 60 a 62; do. levce sixes, 61 a 64; do. do. eights, 70 a 79; do. do. eights, 1875, 70 a 77; do. Penitentiary sevens. oo a 65; do. raiiroad eights, 70 a 78; Alabama fives, 65 a 68; do. eights, 99 a 100; do. eights, Montgomery and Eufala Raiiroad, 90 a 95; South Carolina sixes, 71% a 74; do., new, January and July, 29 a 29%; do. do., April and October, 27 a 23; Arkansas sixes,

The prevailing feature in the stock market was dulness, a condition coupled with a feverish and irregular movement in prices. The older favorites were generally neglected for a new speculation in Onlos and Union Pacific. The latter advanced to 27-a rise for the day of 21/2 per cent. Ohio and Mississippi sold at 41 (buyer three days), the highest ngure reached since the panic succeeding the Chicago fire. With reference to Union Pacific it is asserted that a good deal of stock has been taken of late for the Dutch market; but, after all, so retail a business as purchases of ten snares certificates would hardly account for to-day's theory-viz., that the saving in operating expenses has so increased the net earnings that the year will wind up with quite a balance in the treasury after paying all charges on the bouded debt except that due the United States. The signs of a new pool in Ohio and Mississippi have become quite manifest during the past lew days; but now that the signs are patent and that "points" are so pientiful, perhaps the pool purchases will cease. Western Union was railled to 68%, but failed to stay there. Reading was active at the morning Board and rose from 110% to 112 a movement discounting the semi-annual divi-dend, which will doubtless be the usual five per cent and be declared before December 1. Lake Shore scrip was utterly neglected. The express stocks were strong, with sales of Adams at 87%. HIGHEST AND LOWEST PRICES.

The following table shows the highest and lowest

prices of the principal stocks during the day:-	
Highest.	
New York Central consolidated 92	9136
New York Central scrip 87%	87
Barlem124	12334
Erie	30%
Reading112	110%
Lake Shore 80	85.%
Lake Shore scrip	79%
Wabsalt 6214	6136
Pittsburg124	12334
Northwestern 60%	59%
Northwestern preferred 90	89 14
Rock Island10234	10136
St. Paul 56%	6,00
Bt. Paul preferred 78%	77%
Onto and Mississippi	1934
Union Pacific 27	24%
Hannibal and St. Joseph 6814	57 1/2
Hannibai and St. Joseph preferred 71	70
Western Union Telegraph 6814	01

THE BAILRO	AD BONDS.
The following were th	e bids for the ratirona
onds, showing a very lar	ge and unusual inquiry:-
low York Cen 6's, 1883. 90%	Tol & Wab cons con 86
New York Cen 6's, 1867. 90	Han & Naples let m 85
New York Cen 7's, 1876.102	Gt West lat m, 1888 93
srie lat m. et 77	Gt West 2d m. 1893 541/2 Quincy & Tol 1st, 1890 88
Srie lat m. ex	lil & South lows let m 87%
Erio 7's, 6th m. '80 85 Brio 7's, 5th m. '88 85 Buf, N Y & E let m. '77. 92	Gal & Chie extended 101
Bris 7's, 5th m, '88 85	Chic, RI & Pacinc 10114
Long Dock bonds 90	Ciev & Toi s.f102
and R 7's. 2d m. a f. '85.104	New Jersey Cen 1st, n103
and R 7's, 2d m, a f, '85.104 Bud R 7's, 3d m, 75 99	New Jer Cen 2d m 100
Harlom lat m . A	Pitte, F W & Chi let m 106
Hariem con migh s f 6's. 90 Alb & Sus 3d bds 92%	Pitts, F W & Chie 2d m 102 Pitts, F W & Chie 3d m 95
hi, Hur & Q,8 p c, let m.110%	Clev & Pitts con s f 92
Mich So 7 pc, 2d m 96 Mich S & N 1 s 1 7 pc 100%	Clev & Pitts 3d m 95
Mich S & N Ist 7 pc100%	Clev & Pitts 4th m 1456
Pac RR 7's, guar by Mo. 100 Central Pac gold bonds. 103%	Chie & Alton s f 95 Chie & Alton s f. 1st m. 108
Union Pacific 1st m ods. 90%	Chie & Alton income 90 %
Union Pac ld grant 7's 7714	Onto & Miss Ist m lul
Union Pac income 10's 80%	Dub & Stoux Clat m 94%
Ill Cen 7 p c, 1875 104 2 Alton & T H lat m 98	St L & Iron Mt lat m 93
Alton & T H 2d m pret 56	Mil & St Paul lst m 8's 105
Alt & T H 3d m inc 76	Mit & St P Let m, 7 3-10 93
Chic & N W . f 2916	Mil & St Paul let m 945
Chie & N W int bds 92 Chie & N W con bds 88	Mil & St Paul 2d m 83
Chie & N W 1st m 98	Chic & Mil let m 16
Han & St Jo cop 95	Col, Chi & Ind Cen 1 m. 87
Del, Lack & W 1st m 101	Tol, Pao & W. E D 90
Del, Lack A W 2d m 97 Tol A Wab let m. ez 94	Tol. Peo & W. W D 88
To & W Ist m. St L div 85%	Tol. Peo & War 3a m 78
To! & Wab 3d m 90	N York & N Haven Fa 97 Cedar F & Mian ist m 84%
Tol & Wab equip oda 80	Cedar F & Midn 18; m 09%

SALES AT THE NEW YORK STOCK EXCHANGE. Friday, Nov. 17-10:13 A. M.

One o'Clock P. M.

STREET QUOTATIONS. Quarter to Six o'Clack P. M.

COMMERCIAL REPORT.

PRIDAY, Nov. 17-6 P. M.

PRIDAT, Nov. 17—6 P. M.
ASHES.—There was a good demand for pots, and the supply being limited prices remained steady at the recent improvement; sales were made at \$3 a \$3 \$0. Pearls continued firm, and the scarcity alone interrupts business to any considerable extent; quoted at \$9 25 a \$9 76.

CAYDLES.—For the past few days there has been a noticeable improvement in the demand for all kinds, but prices were not quotably changed. We quote:—Sperm, 30c. a 31c.; patent sperm, 39c. a 40c.; sicaric, 29c. a 29c.; adaman tine, 14c. a 18c.; paradine, 25c.

COPPER.—There has been a fair business consummated since our last, and the market remains very firm. Sales were reported of 200,000 lbs. of American ingot, part at 23%c., and 150,000 lbs. of lake at 23%c. a 24c., cash and next month delivery.

COPPER.—The market still continues quiet for all descript.

Februard of 20,000 ins. 6: American ingot, part at 23%c., and 50,000 ibs. of lake at 23%c. a 24c., cash and next month delivery.

Covyren.—The market still continues quiet for all descriptions. No sales were reported, and prices remain nominally the same. Measra C. Amann & Co. report the stock of Rio and Santos in the United States as follows:—Stock in first hands in New York November 18, 1871—Galveston, 4,000: Saltimore, 2,011; Noblic, 553; New Orleans, 5,000; Charleston, 1,000; adoat and loading for New York, 28,600; affoat and loading for other ports in the United States, 9,700—total stock and supplies for all parts of the United States, 177,265. We quote:—Cargeos ordinary Rio, 136c., a 18c., do., prime, 186c. a 185c., cold, dis in bond, sixty days; Maracaibo, 18c. a 185c.; cold, in bond, sixty days; Maracaibo, 18c. a 185c.; cold, in bond, sixty days; Maracaibo, 18c. a 185c.; cold, while the inquiry for spinning purposes was also fair, and a good business was consummated at full prices. The market, however, closed easier, owing to liberal receipts at the ports. The sales reported on 'Change sum up as follows:—

State for export at 36 cs. in rye flour we heard of but little business. The sales amounting to about 250 bbls. Southern at 36 cs. in the sales amounting to about 250 bbls. Southern at 36 cs. in state of 36, with sales of about 250 bbls. Southern at 36 cs. in state of 36, with sales of about 250 bbls. We was a sale of 36 cs. in state of 36, with sales of about 250 bbls. We was a sale of 36 cs. in state of 36, with sales of about 250 bbls. We was a sale of 36 cs. in sale of 36

revideo. 1,300 Central America. 700 Buenos Ayres seconds, 700 Gry Fensa, 1,500 Buenos Ayres, 160 base Bull'alo, all on private terms.

Hand And Jutt.—No movement in hemp of either forcing or demestic has been reported, and prices retain nominally the same. Jute also continues dull and unchanged. Jute butts have so'd to a moderate extent at former prices. We quote:—Dressed American, 3285 a \$275 per ton; undressen, do., \$160; Manila, 134c., on bond; \$200, in c., undressen, do., \$160; Manila, 134c., on bond; \$200, \$275 per ton; undressen, do., \$160; Manila, 134c., on bond; \$200, \$200, our rency: jute, tye, a \$19c., our rency: jute, tye, a \$19c.,

as soon as the quality of our importations becomes generally known.

HAY AND STRAW.—The demand for the past few days has not been so urgent, but there is enough inquiry for both shipping and retail qualities to keep prices steady. We quote—Shipping at \$1 10 a at 1 on at

Old Crop. 20c. a 21c.

est and weak; takes were reported of \$3.50 bits. for November and weak; takes were reported of \$3.50 bits. for november and weak; takes were reported of \$3.50 bits. for not still \$2.00 bits. do. at \$11.20.100 bits. do. at

CATTLE MARKET.

Hogs were in fair demand and about 5c. a 5%c., with 2,500 DOMESTIC MARKETS.

Tobacco—Market bare and firm; lugs 57 a \$3; low to medium leaf, \$5 50 a \$13.

Cotton active; middlings, 1870, a 1519c; not receipts, 11,601; gross, 11,698. Exports to Great Britain, 7,756; cossister, 2,958. Sales, 5,500; stook, 97,972. Not receipts of the week, 20,454; gross, 24,617. Exports to Great Britain, 12,735; to Bramen, 2,200; to Havre, 3,601; constwins, 8,592. Gales of the week, 32,000.

the week, 31,000.

SAVANNAH, Nov. 17, 1871.

Cotton strong; middlings, 173,0.; net receipts, 2,433. Haports constwine, 473. Sales, 1,500; stock, 01,035. Net receipts of the week, 21,639. Exports to Great Britain, 9,185; to France, 1,911; coastwine, 4,550. Sales, 6,750.

Plour steady; sales 1,500 bbls, at 87,50 for Nov. 17, 1871.

Flour steady; sales 1,500 bbls, at 87,50 for Nov. 19, 1871, 35 for amber winier, 83 25 for white winier, 83 75 for double catra. Wheat steady; No. 1 Milwankee club held at 81 50. Corn quict. Barley firm; sales 1,000 bushels choice up lake Canada at \$1 05, and 2,500 bushels do at \$1 07. Corn meal—81 50 for bolted. 81 55 for unboiled, ner cwr. Mill feed

freights — Wheai, to Boston, 76c.; to New York, 58c.; to Albany, 58c. Receipts—33,000 bushels barley, 5,500 bushels peas, 127,000 feet lumber.

Becepts—Flour, 7,000 bbls.; wheat, 18c,000 bushels; corn, 165,000 bushels; cats, 61,000 bushels; barley, 25,000 bushels; corn, 165,000 bushels; cats, 61,000 bushels; barley, 25,000 bushels, corn, 110,500 bushels, 160,000 bushels; barley, 25,000 bushels, oats, 115,000 bushels, 160,000 bushels, barley, 25,000 bushels, 160,000 bushels, 160

THE HUDSON RIVER RAILROAD AND ITS

THE HUBON RIVER RAILROAD AND ITS MARAGEMENT.

To the Editors of the Huberts of the tame of the family are respectfully in the state of the family are respectfully in the family and respectfully in the family respectfully in the family are respectfully invited to a family and respectfully invited to a family and respectfully invited to a family response to the respectfully invited to a family response to the respectfully invited to a family response to the family response to the respectfully invited to a family response to the respectfully invited to a family response to the respectfully invited to a family response to the respectfully invited

MARRIAGES AND DEATHS.

BLACK—BRENS.—On Thursdy, November 16, 1871, by Rev. A. E. Sanford, Thomas S. Black to Mrs. Annie Brees, of Tarrytown. No cards.

Clum—Hushand.—In Greenboint, on Taursday, November 16, at the residence of the bride's mother, by the Rev. Francis Mansfield, Henney W. Glum, of West Camp, B. 7., to Mary E., eldest daughter of the late Richard J. Husband, M. D., of Greenpoint,

Gens.—Prince.—At the Tabernacle church, Salem, Mast, on Wodnesday, November 15, by the Rev. C. R., Palmer, Gurdon S. M. Gerr, of New York, to Catherine M. Prince, daughter of Benjamin R. Prince, of Salem, No cards,

Kennedy—O'Connor.—On Sunday, November 12, by the Rev. Faiher Bales, at the residence of the bridegroom's father, 226 Columbia street, James Kennedy to Bridger O'Connor, all of this city. No cards.

KENNEDY to BRIDGEF O'CONNOE, all of the city.

VAN ZANDT-SNELL.—On Tuesday, November 14, at the residence of the bride's parents, by the Rev. John W. Shackeford, Mr. Bigounney Van Zande to Edwardena, youngest daughter of William Snell, Esq., all of this city.

WARE—RENNOLDS.—In this city, on Thursday, November 16, by the Rev. Caleb Clapp, WILLIAM J. WARE O ADA C. REYNOLDS, both of Brooklyn.

WHITE—BROADWELL.—On Tuesday, November 14, by the Rev. C. R. Dunle, Thomas J. WHITE to M. CARRIE BROADWELL.

Died.

ARMS.—On Tuesday, November 14, after a short but severe lliness, Charles Arms, an old merchant of this city, aged 54 years.

Funeral services at his late residence, 59 Sanda strees, Brooklyn, on Saturday, the 18th inst., at one o'clock P. M.

Barbour.—On Friday, November 17, Jane de Forser, wife of William D. Barbour, daughter of Rev. James H. Mason Knox, D. D.

Funeral services at her late residence, 12 West Thirty-seventh street, on Monday, November 20, at ten o'clock A. M.

Philadelphia papers please copy.

Beach.—On Thursday evening. November 16, at 32 East Nineteenth street, Willie H., youngest son of J. F. H. and Mary A. Beach.

Friends of the lamily are myited to attend the funeral, on Monday, at twelve M., from his late residence. His remains will be taken to Woodlawn.

Eberson.—On Thursday, November 16, Frederick

W.M. Berson.

Notice of funeral in Sunday's Herald. Died.

Friends of the lamily are invited to attend the funeral, on Monday, at twelve M., from his late real-dence. His remains will be taken to Woodiawn. Bestson.—On Thursday, November 16, Frederick WM. Bestson.

Notice of funeral in Sunday's Herald.

Blachly.—In Brooklyn, on Welnesday, November 16, Jacob C. Blachly, in the soth year of his age. The relatives and friends of the family are respectfully invited to attend the funeral, on Saturday, November 19, at two O'clock, from his late residence, 157 Eillott place.

Bilddwood, in her Sist year.

Funeral services at the residence of her grandson, G. B. Germond, 167 Ross street, Brooklyn, on Bunday, 19th met., at one o'clock P. M.

Conlon.—On Thursday, November 16, at his residence, 1,419 Broadway, Barlly Conlon.—and Thursday, November 18, at his residence, 1,419 Broadway, Barlly Conlon.—and Thursday, November 18, at 1 o'clock P. M., to Calvary Cometery.

Colle.—At Rossylle, S. L., on Friday morning, November 17, Carileine R., wife of John Cole, in the Soth year of her age.

Funeral from her late residence, on Sunday, at cloven o'clock A. M., and from St. Luke's Episcopal church at half-past cleven o'clock. Relatives and friends of the family are respectfully invited to attend. B. P. Winant are respectfully invited to attend. Conveyances will most the file. A. M., train of Staten Island Railroad at Huguenot station.

DISHMANN.—In Brooklyn, on Friday, November 17, 1871, Ellzabeth Monument, wife of John Dielmann, in the 46th year of her age.

The relatives and friends of the family also the members of Neptune Lodge, No. 317, F. and A. M., are raspectfully Invited to attend the funeral, from her late residence, o's Classon avenue, corner River Street, on Sunday afternoon, at two o'clock.

Fawortt.—On Thursday, November 17, Mark Mark Fawortt, and friends of the family are invited to attend the funeral, from the residence of his parents, 150 Union avenue, Greenpoint, Brooklyn.

Gallaoner, aged 35 years and 11 months.

The friends are respectfully invited to attend the funer

o'clock.

Hogan,—On Friday, November 17, 1871, James
Hogan, sged 45 years.

Relatives and friends of the family, also of his
brother-in-law, James Gallagher, are invited to attend the funeral, on Sunday, 19th inst, at one
o'clock P. M., from No. 3 Congress place, thegee to

in San Francisco, Cal., Edward C., oldest son of John Kehoe, 46 Gold street, in the 22d year of his age.

His remains will be taken to St. Andrew's church, Duane street, this (Saturday) morning, at half-past ten o'clock, where a solemn requiem mass will be offered for the repose of his soul; from thence to calvary Cemetery. The relatives and friends of the family are respectfully invited to attend the funers.

California papers please copy.

MRLVILLE, Son of Margaret and the late William Melville, aged 3 years and 10 months.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his mother, 130 Monroe street, on Sanday afternoon at half-past one o'clock, without further notice.

MULLIGAN.—On Thursday, November 18, Annis, the beloved wife of Patrick Mulligan, in the Sch year of her age.

The relatives and friends of the family are respectfully requested to attend the funeral, from her late residence, 270 Kast Touth street, on Saturday morning, November 18, at nine o'clock, to the Church of the Nativity, Second avenue, where a solemn requiem mass will be offered up for the repose of the soul, and from thence to Calvary Cemetery for internet.

MCLAUOHLIN.—On Tuesday, November 14, Ann.

guinm mass will be offered up for the repose of interment.

McLaughlin.—On Tuesday, November 14, Ann, relict of l'eter McLaughila, aged 74 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 141 West Eleventh attent, from her late residence, No. 141 West Eleventh attent, on Saturday morning, the 18th inst., at ten o'clock. A solemn requiem mass will be celebrated in St. Joseph's courch for the repose of her soul; thonce to St. Pasriok's Cathedral for interment.

McSFEDON.—Of heart disease, on Thursday, svening, November 16, Frank, son of Thomas and Heater McSpedon, aged 18 years, 6 months and 5 days. Funeral from the residence of his purents, No. 182 East Seventy third street, on Sunday, 19th inst., at half-past one o'clock P. M.

McGill.—On Thursday morning, November 1, Mary, wite of John McGill, aged 24 years.

The relatives and friends of the family are invited to attend the inneral, from her late residence, 240 West Nineteenth street, on Sunday, at two o'clock. Remains will be taken to Calvary Cemetery.

Paterson.—John Paterson, in the 48d year of his age.

The relatives and friends of the family are re-